



# **CITY OF SANTA BARBARA**

## **COUNCIL AGENDA REPORT**

**AGENDA DATE:** April 13, 2010

**TO:** Mayor and Councilmembers

**FROM:** Engineering Division, Public Works Department

**SUBJECT:** Measure A Five-Year Local Program Of Projects For Fiscal Years  
2011 - 2015

### **RECOMMENDATION:**

That Council adopt, by reading of title only, A Resolution of the Council of the City of Santa Barbara Adopting the Measure A Five-Year Local Program of Projects for Fiscal Years 2011 - 2015 and Approving the Establishment of New Fund Number 342 for Measure A funds.

### **DISCUSSION:**

#### **BACKGROUND**

In November 2008, Santa Barbara County voters overwhelmingly approved Measure A with 79% support. Measure A is a transportation measure estimated to provide more than \$1 billion of local sales tax revenues for transportation projects in Santa Barbara County over the next 30 years. Measure A will be funded through a continuation of the local one-half percent sales tax that was initiated by Measure D, which expired on March 31, 2010. As was required for Measure D, Measure A also requires submittal of a 5-year Local Program of Projects to the Santa Barbara County Association of Governments (SBCAG).

A key component of Measure A is the plan to relieve traffic congestion and improve safety on Highway 101 by providing \$140 million, or 13.4%, in matching funds to widen the highway south of Santa Barbara from four to six lanes. On January 21, 2010, the SBCAG Board of Directors voted unanimously to request that all local agencies support the Highway 101 High Occupancy Vehicle (HOV) Widening Project as the County's highest regional transportation priority for federal funding. On February 2, 2010, Council adopted a Resolution supporting the HOV project as the highest priority regional project. This does not preclude the City from seeking other funding for local priorities.

## MEASURE A INVESTMENT PLAN

The Measure A Investment Plan (Plan) will provide \$455 million, or 43.3%, for both the North County and South Coast for high priority transportation projects and programs to address the current and future needs of local communities. The local revenues will be supplemented by an estimated \$522 million in federal and state gas taxes, and other sources.

The Plan provides funding for local street improvements, such as pavement maintenance and synchronized traffic signals, increased senior and disabled accessibility to public transit, building safer walking and bike routes to schools, and providing increased opportunities for carpool and vanpool programs.

SBCAG has estimated that the City will receive approximately \$3 million in Measure A revenues for Fiscal Year 2011. Under Measure A, local agencies choose how to spend their share of funds after seeking public input and annually adopting a Five-Year Program of Projects. Measure A contains funds for Local Street and Transportation Improvements (capital projects and maintenance/operations), and Alternative Transportation (pedestrian/bicycle improvements, Safe Routes to School, and transit assistance).

It is a Measure A Ordinance requirement for local agencies to spend a minimum percentage of their Local Street and Transportation Improvement funds on eligible alternative transportation projects. The minimum percentage for the City is 10%. This requirement must be met by the fifth year of the program, and every fifth year thereafter. The proposed Fiscal Year 2011 Program of Projects includes 45% Alternative Transportation expenditures. Under Measure D, the City contributed funds to support the Santa Barbara Metropolitan Transit District (MTD). Under Measure A, MTD will now receive Measure A funds directly; however, the City will continue to provide funding support to the Easy Lift and Electric Shuttle programs.

Net revenues to the City will be lower from Measure A as compared to Measure D revenues. One reason for the difference in revenues is that since mid-1990, and under Measure D, the City made annual contributions to support MTD. Since MTD is now a direct recipient of Measure A funds, all South County local agencies will receive less measure revenues than in previous years. The second reason is that Measure A revenues are projected to be less due to the lower local sales tax revenues. The net difference of measure revenues between Fiscal Years 2010 and 2011 is estimated to be approximately \$830,000.

## LOCAL PROGRAM OF PROJECTS

With Council's approval of the recommended Resolution, this report will satisfy the Measure A requirement that the local agency hold an annual public hearing on its Program of Projects prior to submittal and adoption by SBCAG.

Staff held two public work sessions: one with the Planning Commission on February 8,

2010, and one with the Transportation and Circulation Committee on February 17, 2010, regarding the proposed Fiscal Year 2011 Streets Capital Improvement Program budget. Overall, positive comments were received. The majority of the comments reiterated that maintenance of existing public right of way infrastructure and safety should be the highest priorities for the Streets Capital Improvement Program.

The proposed Measure A Five-Year Local Program of Projects is separated into two categories (see Resolution, Exhibit A): Local Street and Transportation Improvements, and Alternative Transportation Expenditures. Staff's proposed Measure A Local Program of Projects for Fiscal Year 2011 is consistent with the Fiscal Year 2011 Streets Program budget. A list of projects within the two categories is included in Exhibit B of the Resolution.

#### SUMMARY

The City must annually adopt a Resolution and submit a revised Local Program of Projects to SBCAG in accordance with the Measure A local allocation rules. The Plan is generally consistent with the City of Santa Barbara's proposed budget for Fiscal Year 2011, currently being prepared.

It is a Measure A Ordinance requirement to have a separate City fund dedicated for the accounting of Measure A funds. Staff recommends the establishment of Fund Number 342 to meet this requirement.

**PREPARED BY:** John Ewasiuk, Principal Civil Engineer/mj

**SUBMITTED BY:** Christine F. Andersen, Public Works Director

**APPROVED BY:** City Administrator's Office